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Approved For Release 2003/08/12 : CIA-RDP82-00457R014500200006-7

INFORMATION REPORT

CD NO

25X1

COUNTRY East Germany

DATE DISTR. 28 October 1952

SUBJECT Work Performed in East German Locomotive Repair Shops NO. OF PAGES 3

PLACE
ACQUIRED

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DATE OF
INFO.NO. OF ENCLS.
(LISTED BELOW)DO NOT CIRCULATE
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the following repair work on locomotives was performed in East German
railroad repair shops during the period from 1 January through 30 June 1952:

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STATE	#	X	NAVY	X	NSRB														
ARMY	#	X	AIR	#	X	FBI													

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Location	L0		L2		L2K		L3		L4		L4C		L5	
	Target	Actual Performance	Target	Actual Performance	Target	Actual Performance	Target	Actual Performance	Target	Actual Performance	Target	Actual Performance	Target	Actual Performance
Township	35	29	71	29	60	29	111	48	32	19	10	5	12	3
Cottone	40	40	75	18	54	28	88	39	75	21	6	2	3	
Chenault	40	34	66	28	63	23	105	42	83	32	10	2	15	2
Schlusroth	16	11	21	1	41	9	29	23	19	14	3	1		
Zwickau	46	58	57	26	75	32	88	42	142	40	9	9	17	3
Heinichen	45	52	89	22	35	42	97	33	90	32	12	7	23	
Halle	40	36	63	21	100	35	144	45	68	28	20	8	17	1
Leipzig	48	45	50	29	101	44	148	56	71	29	9	6	17	2
Blinkenberg	10	13	15	12	24	9	26	20	18	5	1	2	3	
Stendal	65	72	225	101	-	16	56	27	275	73			5	
Mittenberg	15	14	10	2	24	17	41	20	24	12			8	
Total	400	404	742	289	577	284	931	397	697	321	80	43	120	11

Note: The target column lists the number of repairs scheduled to be performed in the course of 1952, while the actual performance column indicates the repair work performed from 1 January to 30 June 1952.

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Comment. From a comparison with the corresponding tabulation drawn up on 31 May 1952, it is concluded that the following numbers of repairs on locomotives were performed in June 1952:

Damage category	L0	-	48	locomotives
"	L2	-	37	"
"	L2K	-	52	"
"	L3	-	62	"
"	L4	-	28	"
"	L4G	-	3	"
"	L1	-	6	"

Category L1 covers repair work done on electric locomotives and not, as originally assumed, repair work on locomotives damaged during the war. A comparison of the figures listed in the target and actual performance columns of the present report shows that in the L0 category, which covers minor damages, the annual repair quota was fulfilled in the first half of the year and that in the L4 G category repair work proceeded on schedule. However, in all the other damage categories listed, the production of railroad repair shops remained behind schedule, in some cases to a considerable degree.

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